



**LOOKING  
FOR  
ACTION?**





# YOU GET MORE OUT OF A 4-4-2 BECAUSE OLDS PUTS MORE INTO IT!

If you think of a sports car as nothing but buckets and baubles, then stop reading. The 4-4-2's not your baby. Sure, of course you can get a 4-4-2 with bucket seats. Nothing wrong with that. But you can also get it as a stripped-down club coupe that gives great performance per dollar. For that's the essence of this machine. Performance.

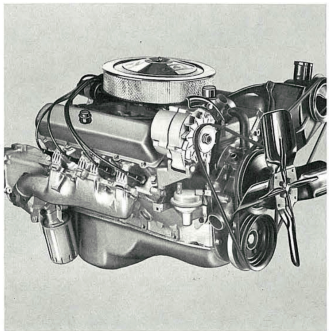
Take the engine. Precision cast, lightweight. Up to 360 horsepower. Smooth . . . and powerful . . . and beautiful to behold. Or take the chassis. Beefed up . . . even includes a rear stabilizer. Makes rounding curves as smooth as the engine's torque curve.

Built from the road up, 4-4-2's not just to look at and admire. It says get under the hood and listen to it purr. It says get down underneath the chassis to check out the real goods. Most of all, it says get behind the wheel every chance you get.

When 4-4-2 makes the scene, *watch out!*



# THERE IS MORE ACTION... IN THE PALM OF YOUR HAND AND THE GOING IS GREAT!



## 4-4-2 Performance V-8

The 400-cubic-inch block beats out balanced action with up to 360 horsepower. Rugged, the man wants to know? As a rock! Extra-large valves, specially designed intake manifold, Fire-Swirl combustion. Things like that. So turn it on. Tinker with it. Make it dance to your tune.

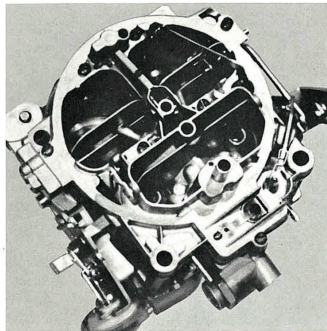


## Curve "Ahead"

The 4-4-2 peaks at high rpm—5000 for power, 3600 for torque. And you'll never be late because of weight. The pounds per horsepower reading makes light of things... down to a remarkable 9.87 to 1 on the low-priced Club Coupe.

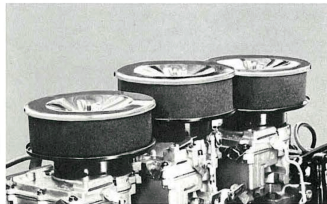
## Heat Riser Cutoff

Exclusive on the 4-4-2 Tri-Carb. For peak breathing efficiency at the high end, just pull two bolts from the cross-over valves on either side of the center carb, rotate the covers 90° and bolt them back down. So simple it's beautiful.



## Quadrajets 4-Barrel Carburetor

Great, standard step-out feature for the 1966 4-4-2. Includes smaller primary bores, a more sensitive automatic choke! A hard-working team for cruising economy! And when you step out and cut in with the bigger flow capacity of the secondaries, watch it! 350 horsepower jump to it, like *now*!



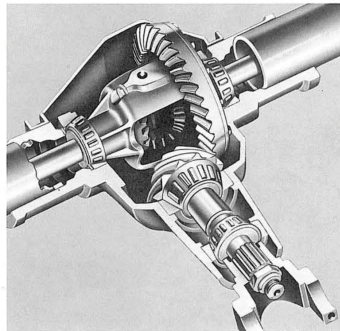
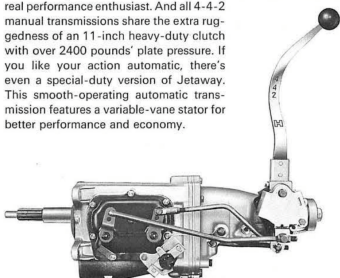
## Tri-Carb Option

4-4-2, plus 3 deuces... how about that? A 4-4-2 equipped with the new Tri-Carb option puts out 360 horsepower. For normal cruising the center 2-barrel means economy, for passing power the two end 2-barrels cut in. All three carbs feature maximum-flow air cleaners.



## Five for fun

The 4-4-2's geared for it! Name your kind of action. Then pick the transmission that fits. The standard 3-speed column-shift manual has all forward speeds fully synchronized. The snappy floor-mounted version, featuring a Hurst shifter, is a variation. Or you can score with four-on-the-floor. 4-4-2 offers two of 'em. A regular wide-ratio, 4-speed fully synchronized job has a short-throw Hurst shifter complete with reverse detent. The other is a special close-ratio four-on-the-floor tailored for the real performance enthusiast. And all 4-4-2 manual transmissions share the extra ruggedness of an 11-inch heavy-duty clutch with over 2400 pounds' plate pressure. If you like your action automatic, there's even a special-duty version of Jetaway. This smooth-operating automatic transmission features a variable-vane stator for better performance and economy.

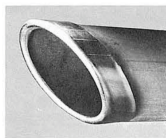


## A range of ratios

Eight ways to custom tailor the torque to the rear tires! That's how many rear axle ratios the 4-4-2 offers. They meet virtually any driving need or desire. Factory-installed rear axles come in ratios of 3.23-, 3.55- or 3.90-to-1 with manual transmission... and 3.23-, 3.55- or 3.90-to-1 with the special-duty Jetaway. For even more performance, tell your Olds dealer to order 4.11-to-1... or even a 4.33-to-1 ratio. And the Anti-Spin option available on all 4-4-2 rear axles is something else. Provides more drive traction when the going's toughest.

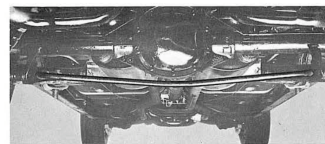
## 2-Inch Pipes

Another performance feature included with the 4-4-2 option is a special low-restriction exhaust system. The exhaust pipes are a full two inches in diameter to cut down engine back pressure, improve engine breathing.



## Special Handling

4-4-2 is a moving machine and then some. Oldsmobile didn't stop with power and torque curves... the chassis is engineered to make 4-4-2 a stand-out on highway curves. Handling's exceptional. Chassis components are extra rugged. 4-4-2 melts away the miles with its own brand of stamina. You come on *strong* wherever you go in a 4-4-2.



## Steady as She Goes

Front and rear stabilizer bars head the list of special 4-4-2 heavy-duty chassis features. The diameter of these bars is 0.937" at the front and 0.875" at the rear. Spring rates on the 4-4-2 are stiffer than normal. Significantly stiffer. With 425 lb./in. front spring rating, the increase is almost 40%... with 144 lb./in. rear spring rating, the increase is over 50%. Heavy-duty front and rear shocks, too. They contribute to 4-4-2 stability. Interested in smooth, flat cornering? Who isn't! Check out a 4-4-2 at every turn.

## Rugged and Reliable

A car with this kind of action needs more in cooling and electrical equipment. The 4-4-2's heavy-duty radiator and 12-volt, 70-amp.-hr. battery fill the bill with no sweat. The clutch is heavy-duty. So are the propeller shaft... front engine mountings... and the wheels with extra-wide rims and Red-Line nylon-cord tires.



# 442 SPECIFICATIONS

## ENGINE

### GENERAL

Type . . . 90° V-8 Overhead Valve  
Horsepower . . . 350 @ 5000 rpm  
(Quadrajet)  
360 @ 5000 rpm  
(Tri-Carb)  
Torque . . . 440 lb.-ft. @ 3600 rpm  
Piston Displacement . . . 400 cu. in.  
Bore Spacing . . . 4.625 in. between centers  
Bore and Stroke . . . 4.000 x 3.975 in.  
Firing Order . . . 1-8-4-3-6-5-7-2  
Compression Ratio . . . 10.50 to 1  
Cylinder Block and Heads Material . . . Cast Alloy Iron  
Fuel recommended . . . Premium Gasoline  
Idle Speed:  
With Manual Transmission . . . 600 rpm in Neutral  
With Automatic Transmission . . . 550 rpm in Drive  
Pistons: Aluminum-Alloy Autothermic Design with Flat Head and Cam  
Ground, Tin-Plated, Steel-Strut-Reinforced Skirt  
Piston Pins: Pressed in Rod  
Connecting Rods: Weight . . . 31.08 oz.; Bearing Type . . . Steel-Backed  
Aluminum Moraine 400; Bearing Clearance . . . 0.0005-  
0.0026 in.  
Crankshaft: Material . . . A.I.S.I. #1049 Modified; Vibration Damper . . .  
Tuned Rubber; End Thrust . . . Taken by #3 Bearing; End Play  
. . . 0.004-0.008 in.  
Main Bearings: Material . . . Steel-Backed Aluminum Moraine 400; Journal  
Diameter . . . 3.000 in.; Bearing Overall Length . . . 0.975  
in. (#1, 2, 4), 1.194 in. (#3), 1.624 in. (#5)  
Cylinder Head Volume: 76.00 cc ± 1.00 cc  
Cylinder Head Gasket: Thickness . . . 0.023-0.027 in.; Volume . . . 0.326-  
0.391 cu. in.  
Min. Deck Clearance: 0.002 in.  
Total Combustion Chamber Volume: 86.29 cc  
Carburetor: Type . . . 4-Barrel Quadrajet; Primary Throttle Bore . . . 1.375  
in.; Secondary Throttle Bore . . . 2.250 in.  
Type . . . Tri-Carb; Center Throttle Bore . . . 1.688 in.; End  
Throttle Bore . . . 1.688 in.

### TIMING

Camshaft: Material . . . Cast Alloy Iron; Bearings . . . 5 Steel-Backed  
Durex; Drive . . . Chain  
Valve Train: Type . . . Independent, for Each Valve; Lifters . . . Hydraulic;  
Rocker Ratio . . . 1.6 to 1  
Valves:  
Intake Exhaust  
Max. Head Diameter . . . 2.067 in. 1.629 in.  
Seat and Face Angle . . . 30° 45°  
Max. Lift . . . 0.472 in. 0.472 in.  
Valve Timing:  
Intake Exhaust  
Valve Opens . . . 30° BTC 78° BBC  
Valve Closes . . . 76° ABC 28° ATC  
Duration . . . 286° 286°  
Overlap . . . 58° —  
Outer Valve Spring Pressure and Length: Intake and Exhaust  
Valve Closed . . . 84 lb. max. @ 1.670 in.  
Valve Open . . . 194 lb. max. @ 1.270 in.  
Ignition Timing (crankshaft degrees) . . . 7½° BTC @ 850 rpm  
Distributor: Model . . . Delco Remy 1111042; Centrifugal Advance (crank-  
shaft degrees) . . . Start, 0-2° @ 650 rpm; Intermediate  
Points, 12-16° @ 1800 rpm; Maximum, 20-24° @ 4000 rpm;  
Breaker Gap . . . 0.016 in.; Cam Angle . . . 28-32°  
Coil: Model . . . Delco Remy 1115216—T-3153-A  
Spark Plugs: Model . . . AC 44S; Gap . . . 0.030 in.

### ELECTRICAL SUPPLY

Battery: Model . . . Delco Remy 1980568; Voltage Rating and No. of  
Plates . . . 12/77; Ampere-Hour Rating . . . 70; Terminal  
Grounded . . . Negative  
Delcotron: Model . . . Delco Remy 1100705

### COOLING—LUBRICATION—EXHAUST

Cooling: Radiator Cap Relief Valve Pressure . . . 15 psi; Radiator Core  
Type . . . Cross Flow; System Capacity with Heater . . . 17.5 qt.  
Lubrication: Normal Oil Pressure . . . 30-45 lb. @ 50 mph; Oil Intake  
. . . Stationary; Oil Filter . . . Full Flow  
Exhaust: Type . . . Dual; Exhaust Pipe Diameter . . . 2 in.; Mufflers . . .  
Acoustically Tuned, Opened-Up Mufflers without Resonators

## TRANSMISSIONS

### 3-Speed Fully

Synchronized: Shift . . . Column Shift Std., Hurst Floor Shift Opt.; Gear  
Ratios . . . First 2.42-to-1, Second 1.61-to-1, Third 1.00-to-1,  
Reverse 2.33-to-1.

### 4-Speed Fully

Synchronized: Shift . . . Hurst Floor Shift; Wide Gear Ratios . . . First 2.52-  
to-1, Second 1.88-to-1, Third 1.46-to-1, Fourth 1.00-to-1,  
Reverse 2.60-to-1; Close Gear Ratios . . . First 2.20-to-1,  
Second 1.64-to-1, Third 1.28-to-1, Fourth 1.00-to-1, Reverse  
2.27-to-1.

NOTE: A Close-Ratio Transmission is recommended with rear  
axle ratios of 3.90-to-1 and higher.

### Clutch (Manual

Transmissions): Pressure Plate Springs . . . Flat—2450 lbs.; Effective Plate  
Pressure . . . 2450 lbs.; Clutch Facing Thickness . . . 0.150  
in.; Clutch Facing Outside and Inside Dia. . . 11.0 x 6.5 in.

### Special-Duty Jetaway

Automatic: Shift . . . Column Shift; Floor Shift Available with Opt. Sports  
Console; Gear Ratios . . . Low 1.76-to-1, High 1.00-to-1,  
Reverse 1.76-to-1.

## REAR AXLES

### Factory-Installed

Axle Ratios: With 3-Speed Manual Transmission . . . 3.23-to-1, 3.55-to-1,  
3.90-to-1\*; With 4-Speed Manual Transmission . . . 3.55-to-1,  
3.90-to-1\*; With Jetaway Transmission . . . 3.23-to-1, 3.55-to-1,  
3.90-to-1\*.

### Dealer-Installed

Axle Ratios: Part No. 9780491 . . . 4.11-to-1; Part No. 9780492 . . . 4.33-  
to-1. NOTE: If a 4.11-to-1 or 4.33-to-1 ratio is to be dealer-  
installed, the buyer should order a 3.55-to-1 or 3.90-to-1 axle  
from the factory.

\*All ratios available with Anti-Spin differential.

## CHASSIS

Frame Type . . . Open Center, Perimeter Type Guard-Beam.

### Front Suspension: Type . . . Independent Coil Spring with Counter-Dive;

Spring Size . . . 11.4 in. Design Height, 3.60 in. I.D.,  
121.5 in. Length, 0.650 in. Dia.; Spring Rate . . . 425  
lb./in.; Wheel Rate . . . 124 lb./in.; Stabilizer . . .  
Heavy-Duty Bar, SAE 1070 Material, 0.937 in. Dia.

### Rear Suspension: Type . . . Coil-Spring, Heavy-Duty, Four Link, Twin

Triangle; Spring Size . . . 8.52 in. Design Height, 5.50 in.  
I.D., 0.560 in. Dia.; Spring Rate . . . 144 lb./in.; Wheel  
Rate . . . 130 lb./in.; Stabilizer . . . Heavy-Duty Bar,  
SAE 1070 Material, 0.875 in. Dia.

### Brakes: Type . . . Self-Energizing, Self-Adjusting; Drum Type . . . Centrif-

ugal Cast Iron; Lining Area . . . 155.6 sq. in.; Drum Diameter  
. . . 9.5 in.

### Steering: Type . . . Ball Nut; Gear Ratio . . . 24.0-to-1 Manual; 20.0-to-1

Heavy-Duty Manual; 17.5-to-1 Power Steering; Turning Diameter  
. . . 41.0 ft.

## WEIGHT

|                                 | Shipping<br>Weight (lbs.) | Pounds per<br>Horsepower |
|---------------------------------|---------------------------|--------------------------|
| Club Coupe . . . . .            | 3454                      | 9.87                     |
| Deluxe Holiday Coupe . . . . .  | 3502                      | 10.01                    |
| Cutlass Sports Coupe . . . . .  | 3506                      | 10.02                    |
| Cutlass Holiday Coupe . . . . . | 3523                      | 10.07                    |
| Cutlass Convertible . . . . .   | 3629                      | 10.37                    |

## STANDARD FEATURES

4-4-2 Grille • 4-4-2 Emblems • 4-4-2 Front Fender Vents • 4-4-2 Taillamps  
and Rear Panel • 4-4-2 Performance V-8 Engine • Heavy-Duty Fully  
Synchronized 3-Speed Manual Transmission • Heavy-Duty Clutch with  
Manual Transmission • Heavy-Duty Front and Rear Shock Absorbers •  
Heavy-Duty Front and Rear Springs • Heavy-Duty Front and Rear Stabilizer  
Bars • Heavy-Duty Radiator • Heavy-Duty Propeller Shaft • Heavy-Duty  
Front Engine Mountings • Heavy-Duty Battery • Oversize Dual Exhaust •  
Heavy-Duty Wheels (14 x 6K Rim)<sup>(1)</sup> • 7.75 x 14" Red-Line Nylon-Cord  
Tires<sup>(2)</sup>

(1) If chrome wheels (N98) are ordered, regular 14" wheels are furnished.

(2) If whitewall tires (P26) are ordered, 7.75 x 14" rayon-cord tires are furnished.